

COUNTRY

REPORT

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TOPIC Brandenburg-Briest Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

9 February 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. Air activity observed at Brandenburg-Briest airfield from 1 November 1952 through 5 January 1953 included:

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1 November. From 4 to 4:10 p.m., two alert planes took off. Weather was foggy and rainy in the morning, but improved in the afternoon. At 4:15 p.m., eight planes were seen at the parking lot of the alert flight near the eastern end of the runway.

3 November. At 7:30 a.m. eight alert planes near the eastern end of the runway. There was fog and rain.

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4 to 9 November. No air activity was observed. At 4:15 p.m. on 6 and 8 November the engines of the alert planes being started. A total of 24 MIG-15s or type 29 planes was observed; 16 of them were parked in front of the flight control station, the remainder near the eastern end of the runway.

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9 November. Only six planes were seen in the parking area of the alert flight.

1 to 15 December. Slight local training activity was observed on the morning of 3 December. The six alert planes were parked under canvas near the eastern end of the runway. About 30 meters south of the alert planes, a van-like truck, from which a smoking stove pipe projected. No guards were seen near the alert planes.

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16 December. There was no flying. The weather was foggy and visibility about 100 meters.

17 December. No air activity was observed. The snow cover at the field was 10 to 15 cm deep.

18 December. At 10:30 a.m., the engines of the six alert planes were started. Between 10:45 and 10:55 a.m., two alert planes took off. The alert planes were parked on the runway.

19 December. There was a dense fog. No flying was observed.

20 December. There was no flying. The weather was rainy and foggy.

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22 December. At 10:30 a.m., 22 MiG-15s were observed near the runway. Individual flying was practiced by all the planes except for the alert planes from 11 a.m. to 4:30 p.m. The cloud base was at an altitude of 1,000 to 1,500 meters; visibility was about 3,500 meters.

23 and 24 December. There was no flying. The weather was foggy.

25 and 26 December. Air activity was observed.

27 December. At 10 a.m., the engines of some alert planes were started. There was no flying. The weather was foggy, and visibility was about 150 meters.

28 December. The six alert planes were parked near the runway in forest district No 31. At 11:30 a.m., alert plane [] took off. It landed again at 11:40 a.m. Further canvas-covered MiG-15s were parked in front of the flight control station. After 10 a.m., the weather was fair.

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29 December and 1 January. There was no flying. The six alert planes were parked near the runway. The weather was hazy.

3 and 4 January. There was no flying. It snowed on both days.

5 January. At 9 a.m., eight MiG-15s were towed from the flight control station to the parking lot near the runway. Individual flights were made after 12:20 p.m. ¹

2. On 22 December, [] a soldier wiping the interior walls of the air inlets of a MiG-15 with a piece of cloth, which had been dipped into a container. The operation lasted one or two minutes. On 5 January, there appeared to be difficulties in the starting of jet engines. Eight to 10 trucks and sedans shuttled between the flight control station and the aircraft parking area. Officers and EM worked on the air inlets of MiG-15s and in the planes. No details could be determined [], as about 60 soldiers surrounded the planes. It appeared as if a new procedure for the starting of jet engines was being tested. ²

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3. Contrary to the procedure observed in 1951, when snow was cleared from the runway by soldiers pushing wooden shovels, [] after the first snowfalls in late 1952 that a salt-like substance was spread over the runway. On the following day, the snow had disappeared from the runway except for a few small patches. The same substance was spread over the taxiway. [] no ice had formed on the runway. From 18 December to 5 January, snow was cleared from the runway by details from 80 to 300 soldiers using shovels and other tools. A snow plow drawn by two horses was also observed. On 5 January, the runway was completely free of snow. ³

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4. In mid-December, 10 or 11 aircraft revetments were completed at the field from Tieckower Weg along the lanes dividing forest districts Nos 21/30 and 22/31. An estimated 10 aircraft revetments were available west of Tieckower Weg in forest district No 39. An undetermined number of shrapnelproof aircraft revetments was seen in the southwestern curve of the taxiway. No aircraft were seen in these revetments. Intensive truck traffic at the field indicated that more revetments were under construction at the installation. ⁴
5. Immediately before alert planes took off at the field, one or two jeeps, each of them occupied by six to eight men who wore either helmets or caps, proceeded to these planes. In light easterly winds, the alert planes were parked in forest district No 30. In strong easterly winds these planes were moved to the place about 40 meters south of the western end of the runway. A red disc was seen in the air apertures of the alert planes. This disc was removed a short time before the planes took off. No flags or break shoes were observed. The alert planes refueled after each landing. A semi-underground low wooden building, 8 x 5 meters, was observed in forest district No 30. The building was connected to the switchboard by six wires. The low wooden building was erected in early 1952, when the number of alert planes at the field was increased from four to six. Watch dogs were used by the personnel staying at this building. Another such low wooden building was seen 250 meters south of the western end of the runway. It appeared that this building was also guarded by watch dogs. In early November, work on the construction of another low wooden building was started about 200 meters south of the parking area for alert planes in forest district No 31. The building, which measured about 10 x 5 x 4 meters, had no basement. ⁵
6. Prior to late 1952, guard details of 20 to 30 men were marched or transported from forest district No 40 to the Landesanstalt between 8 and 9 a.m. every day. The soldiers were armed with submachine guns and carried rolled blankets and mess kits. The foxholes for sentries available along the boundaries of the field were seldom used. No stationary guards were seen. The northern boundary of the field was patrolled at irregular intervals. Patrols were also seen on the forest lane between forest districts 20 and 22 and also in forest district No 49. Sentries were occasionally observed between the alert planes and the low wooden building in forest district No 30. The gates on Tieckower Weg were open, probably also at night. No sentries were seen there. About 250 meters northeast of the lane dividing forest districts Nos 49/50 a ditch, 75 cm deep and 100 cm wide, zigzagged along forest districts Nos 40/49 as far as forest districts Nos 48/49. [redacted] this ditch was not used by sentries guarding the airfield. 25X1
7. The switchboard was guarded by four dogs. The radio installation previously located west of the road to Briest [redacted] been removed to some undetermined place. ⁶
8. In December, the AAA emplacement in the northwestern corner of the field was unoccupied. However, five of six canvas-covered sets, probably 37-mm AA guns, were seen by the side of the emplacement. A semi-underground low wooden building was observed at the emplacement. 25X1
9. On 15 December, [redacted] 13 jet fighters at the field. Construction work was going on in the southwestern corner of the installation. Tank truck [redacted] was seen. 25X1

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1. Comment. A fighter regiment equipped with about 24 MiG-15s is stationed at Brandenburg-Briest airfield. Air activity was light during the reported period. 25X1
2. Comment. It was previously reported that MiG-15s had starting difficulties even during a relatively slight frost. It is improbable that the wiping of the jet apertures was connected with the starting procedure. 25X1
3. Comment. The spreading of salt is probably done only, when the snow cover on the runway or taxiway is thin, and is designed to prevent the formation of ice on the runway. 25X1
4. Comment. Tieckower Weg runs from Tieckow toward the southeast along the eastern boundary of the field. The aircraft revetments mentioned are located south and north of the eastern section of the long runway. According to previous information, such revetments have mainly been built in the southwestern portion of the field. 25X1
5. Comment. Usually, the alert planes at the field are parked at the eastern end of the long runway. As at other fields, the pilots and technical personnel of these planes stay in low wooden buildings in the vicinity of the parking lot. 25X1
6. Comment. This information probably refers to the PKV-45 D/F station, which was previously located west of the field. It is believed that this D/F station moved to the vicinity of the other D/F station in the approach lane east of the field. 25X1
7. Comment. It is believed that 6 x 37-mm AA guns are emplaced at the field. 25X1

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